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Montana and the Sky

MDT Department of Transportation – Aeronautics Division Vol. 47 No. 2 February 1996

Major Brasseur to Speak at Awards Luncheon

Canadian Armed Forces Senior Officer Retired Major Deanna (Dee) Brasseur will be the featured speaker at the awards luncheon on Saturday, March 2 at the Montana Aviation Conference.

A history-making Canadian pioneer, Dee is one of the first two women pilots in the entire world trained and qualified to fly Canada's sophisticated supersonic CF18 Jet Fighter Aircraft. Throughout a 21-year military career, Dee rose in the ranks from Private "Desk Jockey" secretary to Major "Jet Jockey" pilot.

Major Dee Brasseur

Major Brasseur joined the Canadian Forces in September 1972. Following Basic Recruit and Trades Training she served as an Administration Clerk at 14 Dental Unit Detachment Winnipeg. She was accepted for commissioning under the Officer Candidate Training Program in September 1973 and graduated as an Air Weapons Controller in July 1974. She served tours with 22nd NORAD Region Headquarters (HQ), North Bay, Ontario and 23rd NORAD Region HQ, Duluth, Minnesota.

In 1979 Major Brasseur was accepted for pilot training under the Study of Women In Non-Traditional Environments and Roles (SWINTER) trial program. Following Wings Graduation in February 1981, she attended the Flying Instructors School (FIS) and in June 1981 commenced a tour as a flying instructor with 2 Canadian Forces Flying Training School (2CFFTS), Moose Jaw, Saskatchewan. While at 2CFFTS Major Brasseur attended the Air Command Flight Safety Officer and Canadian Forces Staff School Courses and held Unit Flight Safety Officer, Course Director, Senior Course Director and Deputy Flight Commander duties.

In August 1985 Major Brasseur moved to Ottawa to attend the Canadian Forces Language School until March of 1986 when she became a member of the National Defense Headquarters Charter Task Force on Human Rights. Upon completion of the Task Force report she assumed T-33 Flight Commander duties at Base Flight Cold Lake, Alberta. She attended the Canadian Forces Instrument Check Pilots Course in 1987.

Major Brasseur started Fighter Pilot Training with the 419 Squadron in June 1988 and following completion of the CF18 Operational Training Unit with 410 Squadron in June 1989 she served as Plans Officer with the 416 Squadron until posting to the Directorate of Flight Safety at National Defense Headquarters, Ottawa, in August 1990.

Major Brasseur is a graduate of the Aircraft Accident Investigators Course conducted at the Cranfield Aviation Institute of Technology, Cranfield England. Following completion of the Canadian Forces Flight Safety Officers Course held at the Transport Canada Training Institute in Cornwall, Ontario, she became the officer responsible for incident/accident investigation and accident prevention for the CF18 aircraft based in Europe. In August 1991 she assumed the position of Cell Supervisor responsible for monitoring all Jet Trainer and Fighter aircraft activities. To date Major Brasseur has accumulated 2,500 hours of jet flying experience.

Be sure to make your reservations now to hear Dee—a dynamic versatile speaker with a keen sense of humor, guaranteed to inform, entertain and motivate you with her "Daring Do" and "Go Fast" flying tales.

Also featured at the conference will be Dr. Jerry Cockrell on February 29, Brian Shul on March 2 and many other educational and entertaining events throughout the three days.

Administrator's Column

Regulation Overkill For Small Operators: The National Air Transportation Association (NATA), representing the small commercial operators, have been hit with another devastating blow by the FAA according to President James Coyne who calls a new proposal an excellent example of FAA regulatory overkill which places the Federal government in a position of mandating labor work rules on the air charter industry through regulation. This time it is a new Flight Crewmember Duty Period Limitation, Flight Time Limitations, and Rest Requirements notice of proposed rulemaking. The FAA proposal will decimate the Part 135 on-demand air charter industry by increasing operation costs by over 50% according to NATA. NATA accuses the FAA of having a "lack of concern" for the effects of the proposal on Part 135 operators and is calling on members to ask their Congressional representatives to intervene in having the comment period extended 90 days so they will have time to identify the devastating impact of the rule. NATA feels the FAA lacks a legitimate safety justification for their proposal and has no data identifying a problem with fatigue in the Part 135 on-demand, air charter industry.

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Benefits of Aviation Organizations: I recently read an editorial in the *General Aviation News & Flyer* written by publisher/owner Dave Sclair which drew my interest and with which I find myself in total agreement. Dave talks about the benefits of belonging to aviation organizations/groups not only on the national but state and local levels as well. Dave specifically mentions several national organizations, of which he recommends joining one or more depending on your particular interests which are: Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), National Association of Flight Instructors (NAFI), Professional Aircraft Maintenance Association (PAMA), and the International 99s. In addition to these national organizations he strongly recommends joining both state and local aviation organizations/groups. Few, if any of us can afford the time or money to keep abreast of all the proposed rules, regulations, and laws which will, with few exceptions, adversely effect general aviation. Dues are a small price to pay to belong to one or more of these national organizations which provide us with knowledgeable professional staff to keep us informed and to lobby in our behalf. For those who do not belong to any aviation organization—you still reap the benefits of those dues paying members as much has been achieved to protect our rights to own aircraft, fly, and have good, safe airports. It is not only important to belong to such aviation organizations but it is important to respond when your organization, calls upon you for help in contacting your local and state officials as well as members of Congress or to attend local meetings and to stand up and be counted in time of need in order to protect what we cherish so dearly.

New Directories

The new 1996 Montana Airport Directory is now available from the Aeronautics Division. Several changes have been incorporated into this year's directory, including a revised airport facility format which should enhance readability and ease of use. Also included this year are new information sections including Salt Lake Center frequencies, a seaplane section including Montana seaports and accompanying regulations, time conversions, standard patterns, a koch chart, fuel types, and much more. Directories are only $4. Please contact the Division to get yours.

Montana and the Sky
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Marv Dye, Director

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Aircraft Mechanic and I.A. Renewal Seminar

The Montana Aeronautics Division in conjunction with the Helena FAA FSDO will once again be offering an I.A. Renewal Seminar in association with the Montana Aviation Conference being held February 29–March 2, 1996, in Helena. Many interesting and educational programs will be offered by aviation industry representatives and the FAA.

Tentative program includes:

- Bell Helicopters, Ray Waller
- Airborne Pneumatics, Sandy Schickel
- Slick Magnetos–Unison Industries, Bryon Quillen
- Champion Aviation Products, Frank Gurko
- Textron Lycoming, Paul McBride
- Engine Components Northwest, Roger Fuchs
- Rocky Mountain Propellers, Dan Ankarlo
- Teledyne Continental Motors, Othell Virgin
- GPS Installation Approvals, Dave Grossman, FAA
- Pratt & Whitney, John Donohue and David Carlstead
- American Bonanza Society, Neil Pobanz
- Polyfiber, John Goldenbaum
- FAA Question and Answer Session

Corporate Pilot Wanted

Montana Power is seeking a corporate pilot for its Flight Transportation Department based in Butte, MT. Applicants must have the ability to perform co-captain tasks on a Cessna 441, aircraft maintenance, office work and other duties as directed by the chief pilot or company officers.

Applicants for this position must have the following certificates: FAA Airline Transport Pilot in Multi-engine Airplanes or Commercial Airplane Pilot with Instrument and Multi-engine Ratings. Airframe and Power Plant Mechanic or other mechanical background preferred. Must meet FAA First or Second Class Physical.

Minimum experience required: total time airplanes—3000 Hours PIC, Multi-Engine—1500 hours, Instrument—150 hours and Cessna 441—25 hours (or time in like aircraft).

Position is subject to Employment Entrance Physical Exam. Competitive salary and benefits package.

Reply and send resume to: Debbie Lambrecht, Personnel Relations Department, Montana Power Company, 40 E. Broadway, Butte, MT 59701. Resume must be postmarked on or before March 11, 1996. Equal Opportunity Employer.

Calendar

February 2–3—Flight Instructor Refresher Clinic, Helena.

February 28–March 2—Montana Aviation Conference, Helena.

March 2—Aeronautics Board Q & A Session, Helena.

March 3–6—Upper Midwest Aviation Symposium, Bismarck, North Dakota.

April 20—1st Annual, Post-Tax Day, Free Pancake Breakfast Fly-in, Bridger Aviation Services, Progreba Field, Three Forks.

August 1–7—44th Annual EAA Fly-in Convention, Oshkosh, WI.

September 20–22—Mountain Search Pilot Clinic, Kalispell.

September 28—Aerotronics 5th Annual Open House, Billings.

Young Eagles Aviation Camps

A week-long program sponsored by the EAA Aviation Foundation is offering 12–14 year olds a summer opportunity to discover more about the world of flight in a fun setting. The Young Eagles Aviation Camps will be held at the EAA Aviation Center in Oshkosh, WI. Two separate residence camps will be held on June 29–July 4 and July 6–11.

The camps include hands-on activities in aviation skills, discussions of flying history and lore, plus trips to a number of aviation facilities.

Camp registration is $350. Transportation costs are the responsibility of individual campers. For more information and registration material, write or call:

Young Eagles Aviation Camps
EAA Aviation Foundation
Education Office
P.O. Box 3065
Oshkosh, WI 54903-3065

Phone: (414) 426-4888
Fax: (414) 426-6560

A Cold Wind from the North

By: James K. Coyne, President
National Air Transportation Association
(Reprinted with permission from NATA News)

You can expect some unusual weather out of Canada this time of year but my trip to the annual meeting of the Air Transport Association of Canada (ATAC) left me feeling that the worst is yet to come. The Canadian aviation services industry has more to worry about this year than just another round of cold, snow, and ice. Those of us south of the border should monitor these dramatic developments closely—they may give us a glimpse of our own future.

If change is what Canadian voters want in their aviation system, they're not going to be disappointed. Within the next few years, three major reforms are scheduled to take place: the entire body of the CARs (their FARs) are being rewritten, the ATC system is being privatized, and the government is eliminating all financial support to their nation's airports. If you ask the Canadian bureaucrats what this all means, you get an answer like "the politicians want change—and they're going to get change." Maybe Quebec had the right idea after all.

Watching the presentations by the government and industry officials at their meeting, it's clear the larger members of ATAC support these changes. ATAC, it should be noted, is quite different from NATA. Although flight schools, charter operators, and FBOs belong to ATAC, the dominant members are the Canadian air carriers. In American terms, ATAC represents the membership of both NATA and the ATA (Air Transport Association). The result, it seems, is that the air carriers are the 800-pound gorillas within the Association.

The airlines are especially optimistic about plans to privatize air traffic control. They will have the dominant position on the Board of the new NavCanada, a private corporation, and expect to establish user fees that will save them millions of dollars. Charter operators and corporate users are far less sanguine. Many told me that for Trans-Canada flights like Toronto-Vancouver, operators will probably head south of the US to avoid the fees.

Details of the privatized ATC system, such as who will pay and how much, aren't going to be announced until next year, and the fees won't take effect until 1997. In the meantime, there's a lot of wishful thinking going on—some of it, perhaps without much thinking. The airlines expect a new ATC system whose new technology will improve productivity, cut costs, and slash staffing levels across the country. The controllers, on the other hand, foresee improved contracts and far more generous compensation packages, with salaries going up by 25-200%. The president of NavCanada will be paid, according to public estimates, more than $400,000 (US).

Don't be surprised if everyone is wrong. In fact, some cynics expect little real improvement. After all, NavCanada will still be a monopoly with the power to establish mandatory user fees. There will be little incentive to improve productivity, service, or ease of use within such a structure unless the new board of NavCanada is united and willing to shatter the status quo. Compromising with the bureaucracy and raising fees are the more likely outcomes.

In the meantime, we should be thankful for the opportunity to sit back and watch. Maybe the proponents of user fees are right and NavCanada will become a competitive "business-like" service provider whose user fees reflect the benefit that users get from their services. Or more likely, added fees on top of existing taxes will raise the cost of air transportation across Canada, utilization and revenues will fall, and scores of operators will be forced out of business. I only hope that those in Congress who seem so eager to follow the Canadians down the user fee path will decide to wait, watch, and wonder. Let Canada be the guinea pig (with only 35,000 pilots and a few hundred airports) before all of us are taken to slaughter.

Canada's plans to eliminate airport funding may be another taste of the future. Many policy makers in Washington have long been predicting the "inevitability" of such "self reliance." The Aviation Trust Fund has become a cruel oxymoron, PFCs are being used to turn large airports into cash cows, and cutting AIP funds has become a bipartisan game in the Senate. At smaller airports the only question may be: when can they be shut down?

Canada has only a few years to wrestle with these problems. We will be wise to watch what they do. Local communities may conclude that having an operating airport is, in fact, essential—and worth paying for. They might even decide to pay the local FBO to operate it and help it grow, rather than slowly starve it to death with half-hearted, but well-compensated, municipal managers and bureaucratic red tape.

The good news in Canada was the announcement that customs procedures are being rationalized and that VFR on top will at long last be permitted. With user fees and dozens of closed airports, however, there may be little reason to cross the border and few places to land when you get there. For now at least, all we have to suffer is the cold air that Canada's plans spread across our aviation landscape. But before long, those same harsh winds will be roaring through the US Capitol. Maybe, by then, our leaders will know a snow job when they see one.

Record-setting Plane to Remain in Stillwater County

The Stillwater Express, a 1949 Piper PA-18-95 Super-Cub that set a record with its non-stop, coast-to-coast flight will be staying in Stillwater County.

That is, when owner Allen Rickman isn't flying the plane on some adventure of his own.

The plane earned its name because its record-setting flight was planned and engineered in Stillwater County. It returned to Columbus, Montana for the 50th anniversary of Columbus Day in 1992.

At that time the plane was owned by (the late) Jim Damron, the man who planned and piloted the record flight.

Allen Rickman, who was chief mechanic for the coast-to-coast flight, said he bought the Super-Cub after his dear friend Damron passed away last summer. At the time that Damron died, Rickman said they were planning another record flight.

"Jim and I were working on a (nonstop) border-to-border flight, from Plentywood, Montana to El Paso, Texas," Rickman said.

"We're going to continue with this project—we were in the middle of it when Jim passed away," Rickman said.

Rickman said the border-to-border flight, planned for September 1996, will be piloted by Tim Blattie.

"Tim will be the pilot. The airplane will be fitted and modified by Rickman Aircraft. I'll start working on it in the summer, refitting the fuel tanks and long range equipment," Rickman said. Modifications must be made to the plane because its standard fuel capacity is 18 gallons.

Blattie estimated that the 1,300-mile flight would require 90–100 gallons of fuel for the 90-horsepower plane, so Rickman said he will be adding more tanks to the Super Cub. Flying time is estimated at 15 to 16 hours for the border-to-border flight.

"Even though it's a slow plane it should be an official record-setting event," Rickman said, adding he expects the flight to be sanctioned by the National Aeronautics Association which oversees official records.

Yeager — Young Eagles Honorary Chair

Brig. Gen. Chuck Yeager, who in 1947 became the first person to fly faster than the speed of sound, has accepted another two-year stint as Honorary Chairman of the EAA Aviation Foundation's "Young Eagle" Program. The goal is to introduce young people to aviation by giving one million kids free demonstration airplane rides by the year 2003 — the 100th anniversary of powered flight and the 50th anniversary of EAA.

Since becoming Honorary Chairman, Yeager has personally flown more than 50 Young Eagles at various sites, including at the annual EAA Fly-In Convention at Oshkosh.

Air Sickness Aid

Reprinted from *The Aviation Consumer*

Airsickness is a problem that affects many people. It prevents them from enjoying the freedom of flight and other related activities. No one has persevered harder to overcome this problem than my wife. In 18 years of flying, she had tried everything from pills and patches to flying lessons, with no success.

Recently, we found a product called the ReliefBand. It's a TENS or transcutaneous electrical nerve stimulation device manufactured by Maven Laboratories. Maven informed us that their tests were effective for 95 percent of the people who used it for nausea, regardless of the cause. After consulting with their physician—this is a prescription device—my wife obtained a ReliefBand. Guess what? It works without any side effect. She actually enjoys flying now.

I am sure many of your readers would find this the key to hours of pleasurable flying. Maven's address is 6560 Greenback Lane, Suite 200, Citrus Heights, CA 95621, phone 800-469-1518.

Marv Nelson
Minneapolis, MN

Winter Survival Clinic

By: Jeanne Lesnik, Chief
Safety & Education Bureau

The Terry Surratt Memorial Winter Survival Clinic was held January 26–28. The course was taught by acclaimed survival experts Skip Stoffel and Chuck Thuot of the Emergency Response Institute of Washington. On Friday night 31 participants gathered at The Helena College of Technology for the kick-off ground school. Topics covered included: the "what if" game; survival time lags and phases of survival; PMA (Positive Mental Attitude); the importance of maintaining the life support factor of 98.6F; emergency or forced off-field landings and techniques; a mountain aircraft crash emergency scenario, including making a priority list for survival.

Saturday at 0700 sharp, ground school continued with topics: hyperthermia and hypothermia; clothing and materials available, and forms and construction of shelters. Equipment checks were made by Chuck and Skip before 26 hearty souls headed up Stemple Pass for the actual field training.

The training session included building and spending the night in a shelter. We awoke Sunday morning to 36" of snow depth and a temperature of -25F. I decided to interview some of the winter survival participants for this newsletter. By the way, all participants survived!

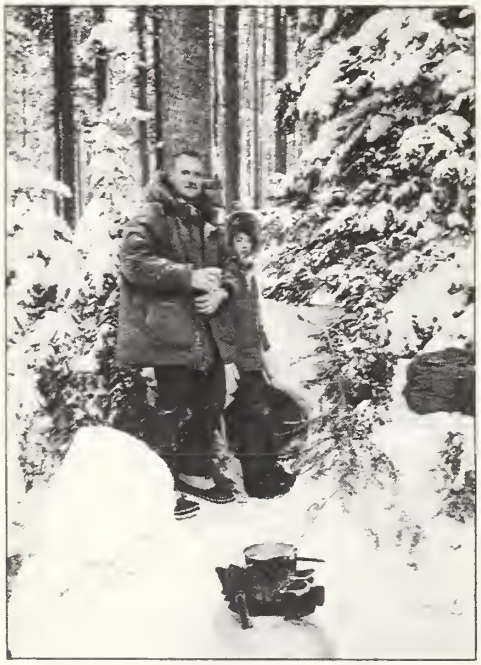
Dave Rossland (a commercial pilot and farmer) and his 11-year old son, Ben, drove 500 miles from Williston, ND, to participate in the winter survival clinic. Dave has had a forced off field landing in the dead of winter and wanted to learn more about survival in extreme weather conditions. Dave felt it was valuable to have been out on this cold weekend so he could really get the benefit of the actual conditions. Dave and Ben stayed comfortable for the 12 hours that they were in their snow cave. Dave said it was at least 40 degrees warmer inside the cave. They used a candle throughout the night to add a bit of extra warmth. "I was impressed by the fact that search and rescue might extend the search if they know a pilot has had survival training and has survival gear on board," said Dave. Ben learned a lot from this experience and is planning to write a book about the weekend.

Warren Hoffman (works at the Department of Transportation Motor Pool) and his two sons Jesse, 11 and Ben, 8 attended winter survival because they love to hunt and snowmobile and wanted to be better prepared if an emergency arose. The two boys picked up on hypothermia avoidance with layered clothing as the way to dress and the importance of a hat in keeping the body temperature at the magic 98.6F. They also learned which parts of the body lose heat the quickest. Warren feels they are now better prepared to cope with a winter survival situation and he extends a thank you to Chuck and Skip and to all the people who helped with the morning cold weather, car starting process.

Eileen Dill (a private pilot and Medical Technologist from Anaconda) came to winter survival because she loves the outdoors and wanted to be able to handle a hunting or aircraft survival emergency. "I relate survival training to aircraft stall training—reading it out of a book is not like the actual experience and the more you do it the better prepared you are," said Eileen. She was surprised by how difficult the survival experience was and that a Positive Mental Attitude was number one in her book for survival. Wool clothes worked best for Eileen and now she has more confidence in her abilities. I might add, I do also because I slept in the beautifully built snowcave she constructed. I asked her three days after our outing, would she come again? She said yes.

Thank you Skip and Chuck and to all the winter survival participants.

NOTE: To obtain survival gear and winter clothing catalogs, contact Explorations Products, N. 3005 Industrial Lane,, Bldg. S-21, Spokane, WA 99216 (509)927-8101 or call Campmor at (800)230-2151.



Dave and Ben Rossland, at the entrance to their snow cave, enjoy a cup of hot chocolate.

Wayne Turner of Big Sandy stands atop his snow cave, showing the strength of the packed snow.

1996 Montana Aviation Conference — Tentative Schedule

Thursday, February 29

Morning
- Exhibitor Meeting
- Mechanics Seminar
- Concurrent Sessions

Luncheon

Afternoon
- Mechanics Seminar
- MAMA Board Meeting
- Concurrent Sessions
- FAA Q&A Session

Evening
- Dr. Jerry Cockrell

Friday, March 1

Morning
- Mechanics Seminar
- Concurrent Sessions
- Airport Commissioners Session
- Education Session
- MFF Business Meeting
- MAMA Membership Meeting
- MATA Business Meeting
- Flying Companion Seminar

Luncheon
- Held in Exhibit Area, free to registrants
- Door Prizes

Afternoon
- Concurrent Sessions
- Airport Commissioners Session
- Education Session
- Spouse/Guest Program
- MAAA Business Meeting
- 99s Business Meeting
- Future of General Aviation

Evening
- Hospitality Hour in Exhibit Area

Saturday, March 2

Morning
- Aeronautics Board Meeting
- EAA Business Meeting
- MSPA Business Meeting
- MPA Business Meeting
- Concurrent Sessions

Awards Luncheon
- Speaker: Major Dee Brasseur

Afternoon
- Concurrent Sessions
- Aeronautics Board Q&A Session
- AOM Meeting

Evening
- Banquet Speaker: Brian Shul

The exhibit area will open Thursday morning, February 29 at 10 am and will be open at various times during the Conference through Saturday afternoon. All coffee breaks and Friday's lunch and hospitality hour will be held in the exhibit area.

MONTANA AVIATION CONFERENCE – FEBRUARY 29 – MARCH 2, 1996

PLEASE TYPE OR PRINT

MAIL TO: Montana Aviation Conference ■ P.O. Box 5178 ■ Helena, MT 59604

NAME(S) OF PARTICIPANT(S) (for name tags) _____

_____

ADDRESS_____ PHONE_____

YOUR ORGANIZATION AFFILIATION:
(choose one only for name tag)

☐ MPA ☐ MATA
☐ MFF ☐ MAMA
☐ 99s ☐ MAAA
☐ EAA ☐ AMAA
☐ CAP ☐ MSPA
☐ Other _____

MAKE CHECKS PAYABLE TO MONTANA AVIATION CONFERENCE

PLEASE MAKE THE FOLLOWING RESERVATIONS
NOTE: Meal tickets **must be** purchased 48 hours in advance.

		ENCLOSED
	Reg. Fee _____ @$30/person	$_____
	_____ @$40/family	$_____
*	Thurs. Luncheon _____ @$10	$_____
	Fri. Luncheon _____ @FREE	$_____
	Sat. Luncheon _____ @$10	$_____
	Sat. Banquet _____ @$22	$_____

*RESERVATION MUST BE MADE PRIOR TO CONFERENCE FOR THURSDAY LUNCHEON. REFUNDS MUST BE REQUESTED BY MARCH 18, 1996—NO EXCEPTIONS. **FOR MORE INFORMATION CALL (406) 444-2506**

ETBE-Blended Auto Fuel Approved

The FAA approval of auto fuel containing Ethyl-Tertiary-Butyl-Ether (ETBE) oxygenate additive in certain airframes and powerplants will reduce the cost of operating aircraft, according to the EAA, which has performed aviation fuel research for two decades.

The ETBE fuel blend was approved December 1, 1995, after research at the FAA Technical Center in Atlantic City, NJ. That testing was based on material compatibility and performance data supplied by EAA and Petersen Aviation of Minden, NE.

EAA believes the use of oxygenate additives in auto fuel will not only continue the reduced cost of operating aircraft, but will also enhance octane levels, reduce volatility and vapor lock potential, as well as improve powerplant reliability and durability.

Fly British Columbia

The newest edition of the BC Air Facilities map is now available from the British Columbia Aviation Council. Published in March 1995, the Air Facilities Map shows airdromes, landing strips and water dromes throughout BC, as well as their current status and services available at the strip.

Anyone planning to fly through British Columbia should not be without this map. To order please contact the BC Aviation Council at 604-278-9330, fax 604-278-8210 or write to the BC Aviation Council at 303-5360 Airport Road South, Richmond, BC V7B 1B4.

The map sells for $19.95 Canadian plus $2.50 shipping and handling.

Order yours today!

Due to a s cheduling conflict, Dr. Peggy Baty has canceled her speaking engagement at The Montana Aviation Conference

Thirty-two hundred copies of this public document were produced at an estimated cost of 37¢ each, for a total cost of $1,210. This includes $60 for production, $526 for postage and $624 for printing.

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